

Approved For Release 2002/07/10 : CIA-RDP75B00326R000100200030-0

EO/SA

DD/SA

D/SA

FILE INFO

Nov 1973 52625

REPRODUCTION PROHIBITED

| | | | | | | | |
|--------|---|-------|----|-------|----|--|----|
| ACTION | 1 | DSA | 6 | SS | 11 | | 16 |
| | 2 | DPS | 7 | ENTER | 12 | | 17 |
| | 3 | SAS | 8 | RS | 13 | | 18 |
| | 4 | TO GA | 9 | OM | 14 | | 19 |
| | 5 | " | 10 | | 15 | | 20 |

S E C R E T 190751Z NOV 73 CITE

25X1

INFO

IDEALIST TACKLE RYBAT RYBAT

FOR BRIG GEN BEVAN AND MR FLITCROFT FROM

25X1

REF

SUBJ: MISSION NO C-353-C

1. WE HAVE HAD SEVERAL CRITIQUES OF MISSION C-353C IN AN EFFORT TO DETERMINE WHY THE PILOT DEVIATED FROM TRACK. HE HAS REPEATEDLY SAID HE DOES NOT KNOW WHAT HE DID BUT

FEELS HE MAY HAVE SELECTED

THE WRONG HEADING, INITIATED AN AUTOPILOT TURN AND BECAME PRE-OCCUPIED IN THE COCKPIT FILLING OUT THE FLT LOG. THE FOREGOING WAS ONE OF OUR CONJECTURES AND MAY POSSIBLY HAVE INFLUENCED HIS THOUGHTS.

2. I DON'T FEEL TPX COURSE DEVIATIONS WERE INTENTIONAL.

I BELIEVE THE PILOT MISREAD THE FLT LOG, SELECTED 288 DEGREES

25X1

TAPES CONFIRM 287.5 DEG) VICE 228 DEGREES, ENGAGED THE AUTOPILOT TURN MODE (BUG TURN) AND BECAME PREOCCUPIED WITH UP-DATING HIS FLT LOG.

TO CLARIFY, THE HEADING TO PT. AK IS 228 DEGREES AND SUBSEQUENT ENTRY ON THE FLT LOG IS ALSO 228 DEGREES TO PT AL. I BELIEVE THE PILOT FELT HE HAD COMPLETED THE LEG AJ-AK AND THROUGH HABIT

Approved For Release 2002/07/10 : CIA-RDP75B00326R000100200030-0

FILE INFO

REPRODUCTION PROHIBITED

| | | | | |
|--------|---|----|----|----|
| ACTION | 1 | 6 | 11 | 16 |
| | 2 | 7 | 12 | 17 |
| | 3 | 8 | 13 | 18 |
| | 4 | 9 | 14 | 19 |
| | 5 | 10 | 15 | 20 |

PAGE 2 S E C R E T

DIALED IN WHAT HE THOUGHT WAS THE NEXT HEADING, ALTHOUGH NOT REQUIRED IN THIS CASE, WHICH WAS ACTUALLY 288 DEGREES.

3. THE TWO SUBSEQUENT COURSE DEVIATIONS ARE ALSO BELIEVED TO BE FROM PILOT ERROR. A ONE MINUTE MATHEMATICAL ERROR IN ADDITION CAUSED THE PILOT TO TURN EARLY ON LEG AZ TO BA PLACING THE ART LEFT OF COURSE (TOWARD THE MAINLAND) ON LEGS BB-BC AND BE-FB. ALTHOUGH THE PILOT CONTENDS THAT THE WEATHER WAS SUITABLE FOR NAVIGATION (BROKEN CLOUD CONDITION) I FEEL HE SIMPLY FLEW HIS FLIGHT LOG TIMES AND HEADINGS WITHOUT REFERENCE TO LAND MASS CHECK POINTS.

4. HAS MADE NO EFFORT TO RATIONALIZE IN PDGTECTION OF THE PILOT. AND HAS OPENLY ADMONISHED THE PILOT FOR WHAT HE DID.

 READILY CONCURRED WITH MY RECOMMENDATION TO REMOVE THE PILOT FROM OPERATIONWL STATUS. I HAVE NOT HEARD WHAT REACTION OR COMMENTS HAVE BEEN. E-2 IMPDET

S E C R E T

BT